



DEPARTMENT OF THE NAVY  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON, DC 20350-2000

IN REPLY REFER TO  
OPNAVINST 3700.19C  
N2L  
17 August 1995

OPNAV INSTRUCTION 3700.19C

From: Chief of Naval Operations

Subj: FOREIGN MILITARY AND STATE AIRCRAFT LANDING CLEARANCES  
PROCEDURES

Ref: (a) SECNAVINST 3770.1C of 15 Dec 92 (NOTAL)  
(b) Federal Aviation Act of 1958 (PL-85-726)  
(c) NAVCOMPT Manual

1. Purpose. To establish clearance requirements for landing and servicing at U.S. Navy and Marine Corps installations for military and state aircraft owned by a foreign government with which the United States maintains diplomatic relations and to outline procedures used to obtain such clearance. This instruction is a complete revision and should be read in its entirety

2. Cancellation. OPNAVINST 3700.19B.

3. Scope. This instruction applies to those aircraft owned and operated by or for a military organization or other agency of a foreign government, provided such operation is not for commercial purposes. Use of U.S. Navy and Marine Corps installations by all other non-DoD aircraft is governed by reference (a). (Note: Normally, aircraft operated under contract for a government agency or organization, domestic or foreign, regardless of purpose, fall under the provisions of reference (a). An exception may be granted when the aircraft is transporting a Head of State or comparable personage when determined to be in the best interests of the U.S. Government and U.S. Navy/Marine Corps.)

4. Background. Navigation in the sovereign airspace of the United States by foreign aircraft is specifically prohibited by reference (b) without the prior authorization of the Secretary of State. The U.S. Navy/Marine Corps further restricts landings at U.S. Navy and Marine Corps installations to U.S. Government aircraft, other aircraft as may be authorized in accordance with reference (a) and to military or state aircraft of friendly foreign governments. Such foreign flights are usually authorized on a case-by-case basis when they are determined to be in the best interest of the United States and the U.S. Navy/Marine Corps.



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5. Normal Clearance Procedures. Requests for clearance by foreign military or state aircraft to land at U.S. Navy/Marine Corps installations in the United States, U.S. possessions, and territories administered by the United States with respect to foreign relations, are most appropriately submitted by the naval or air attache of the appropriate embassy in Washington, D.C. to the Chief of Naval Operations (Navy Foreign Liaison Office (N2L)). At the same time, State Department clearance is required for overflight of territory concerned. Requests for clearance to land at U.S. Navy/Marine Corps installations situated in third countries are submitted to the Chief of Naval Operations (CNO-N2L) for Navy Department clearances. No State Department diplomatic approval is required in such cases; however, third country diplomatic clearance is required. It is the requesting country's responsibility to obtain such clearance. If the flight appears to be operationally feasible and is determined to be politically acceptable to the Department of the Navy (and State Department when cognizant for U.S. flights), CNO will advise, by message, both the appropriate Navy/Marine Corps commands and the embassy concerned that the flight is approved subject to the concurrence of the second echelon commander, or, in the case of Marine Corps installations, the concurrence of the Commandant of the Marine Corps (CMC).

6. Blanket Clearance Procedures. For administrative convenience and /or as a result of bilateral arrangements in effect with certain foreign governments, blanket landing authorizations will be issued by CNO. These blanket clearances provide for abbreviated clearance procedures by allowing notification, by flight advisory, directly to the installation concerned with "information only" notification to CNO and second echelon commanders or CMC. Blanket clearances will usually be issued by message and will remain valid for a specific time period (usually 1 calendar year or less). Blanket clearance will normally be subject to the following conditions:

- a. Seventy-two hours advance notice by flight advisory (or Prior Permission Requirement (PPR) were appropriate).
- b. Aircraft commanders must keep base commanders apprised of their known requirements and flight plan details and reference the appropriate Navy Landing Authorization Number (NALAN) in all communications.
- c. Landing authorization may be withdrawn at any time by the base commander or higher authority if so dictated by base loading or operational requirements.

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d. Arrival times should be adjusted to conform to Customs and Agriculture Department working hours (where appropriate) and to fueling and maintenance support hours.

e. Only normal aircraft services and billeting, as feasible, will be authorized.

7. Special clearances. Certain countries have special long-standing agreements which allow for utilization of U.S. military installations, provided they do not interfere with U.S. operational commitments, for routine flights. (Flights controversial in nature, having political overtones, VIPS, requiring extended operations from a base or bases, etc., require prior clearance from CNO.) These agreements are permanent until abrogated by one of the parties; consequently, there will not be a periodic notification of renewal. In the absence of specific clearance from CNO, it may be assumed that aircraft from the nations listed below are operating under the auspices of a special clearance agreement.

a. The United Kingdom and Canada may utilize U.S. military installations in the United States, its possessions or territories.

b. Australia may utilize U.S. installations on a U.S. state, possession, or territory located in the Pacific region.

NOTE: These special clearances do not preempt CMC, second echelon commander, or base commander prerogative to deny access to an installation when so dictated by operational requirements or political/policy considerations.

8. Clearance Notification. CNO will issue a Navy Landing Authorization Number (NALAN) for each approved flight or blanket clearance. This authorization will be valid for a reasonable period of time surrounding the estimated time of arrival, up to a maximum of 5 days. NALANs will be numbered sequentially throughout the calendar year in order to serve as a ready reference to the authorization message. NALANs will include the following information:

a. Nationality, service, type and number of aircraft; complete flight itinerary, number, and breakdown of crew; estimated time of arrival and departure; and purpose of flight.

b. Services requested (i.e., customs, billeting, etc.) and billing instructions.

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c. Special requirements or information (i.e., explosives aboard and VIPs embarked).

9. Action. Upon receipt of a NALAN, second echelon commanders or CMC, when appropriate, should determine the operational feasibility of accommodating the flight. Concurrence is assumed unless otherwise advised. Accommodation of foreign military aircraft should not be allowed to interfere with operational commitments nor place undue inconvenience upon installation personnel or facilities. Should it prove infeasible to accommodate a flight or should problems result from the accommodation of a flight, the appropriate command echelon should inform CNO (N2L) of the nature of the difficulty as soon as possible, including enough information to positively identify the aircraft and country involved. Installation commanders should inform CNO (N2L) via the appropriate command echelon of anticipated temporary non availability of certain facilities or services or extensive operational commitments or base loading which would impact upon the ability to accommodate foreign military aircraft. Once a flight is concurred in, foreign military aircraft commanders will be responsible for informing installation commanders by flight advisory of schedule changes, special requirements, etc., and should refer to their flight's NALAN number in all flight advisories.

10. USDAOs. As a general practice, U.S. naval attaches should not accept requests for flight clearances from foreign governments, but should advise the foreign government concerned that such requests must be forwarded via its embassy in Washington, D.C.

11. Uncleared and Emergency Landing. Unless otherwise specifically directed by higher authority, installation commanders will deny landing privileges to foreign military aircraft which have not been cleared in advance by CNO, except as here provided (special clearances). Emergency landings by foreign military or state aircraft are authorized if, in the opinion of the installation commander, denial of a landing request could endanger the safety of the aircraft or its crew. Upon landing, the installation commander will ascertain the nature of the emergency and/or particulars of the flight, reason for non-clearance, etc., and notify CNO via the appropriate command echelon.

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12. Charges For Servicing. Normal aircraft handling will be provided without charge for properly cleared foreign military or state aircraft. Chargeable services and consumable material, such as fuel and oil or special handling, will be billed in accordance with the NAVCOMPT Manual, reference (c).



REGAN S. CHAMBERS  
By direction

OPNAVINST 3700.19C

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